



SUNRISE yesterday showed quite a fleet of vessels off the harbor and visible from the Diamond Head signal station. They were all making for Honolulu and two of them, the steamers City of Peking and Samoa, had been off port for several hours waiting for daylight to allow them to enter. The others were the German ship H. F. Glade from Lahaina in tow of the tug Fearless, and the American ship Charles E. Moody with coal from Tacoma. The mail steamer arrived here about 2 o'clock yesterday morning after a very rough trip from the Orient. Besides the bad weather experienced the vessel made an extra stop on the way from Hongkong at Makao for the big load of opium which is being taken to San Francisco. The "dope" is worth in the neighborhood of a quarter of a million dollars and is one of the largest shipments ever carried in the Peking as freight. This stop at Makao made the steamer late in leaving Yokohama and for the first four days of the voyage from that port she ran into heavy head seas and a wind which threatened to stop her at times. Her average runs for the four days was but two hundred and thirty miles and thence to port, although the wind abated, the sea was high and she bucked it almost to Kaula. The Peking had over four hundred tons of freight for this port and on account of the rough weather had to take on three hundred tons of coal, which delayed her departure for San Francisco until after midnight.

The German steamer Samoa, after a pleasant trip of nine days from Pago Pago, arrived as the first steamer of the new line lately inaugurated between Apia and this port. G. Kunt, well-known here, is at the back of the new venture and he arrived in the steamer yesterday accompanied by his secretary. It is the intention to make the Samoa the pioneer steamer in a new line which will supply Apia and the new line which Mr. Kunt has established there with goods. From Samoa she will bring copra and other freight which offers, taking in return goods brought here from the East and San Francisco. She will not have room for much more than a couple of hundred tons of freight from Samoa here, as most of her available space will be taken up with the coal she must carry to make the round trip. Her capacity for freight from this port, however, will be about four hundred and fifty tons.

The Samoa was recently purchased in Sydney for her new owners. She was formerly one of the boats of the Union Steamship Company and engaged in the intercolonial trade. For several years she has been laid up and when she was turned over to her new owners it was found necessary to spend many thousands dollars on her in repairs and alterations to fit her for the new trade in which she has been placed. Under the British flag she was known as the Ringarooma. She is about twenty years old and in her time has been a fast vessel. As she has been laid up for such a long time her speed is not very great at present and it will be two or three trips before she attains her former capacity of doing from twelve to thirteen knots an hour. Her officers are mostly all old employees of the Union Steamship Co., but are strangers at this port.

Log of the Fearless.

The tug Fearless arrived yesterday morning from Kaaanapali with the German ship H. F. Glade in tow. She will take the ship back to Kaaanapali as soon as she has finished discharging her cargo for this port. On Monday the tug left here at 5:45 p. m. with the ship S. D. Carleton in tow and arrived off Molokai Light a little before midnight. She got to Kahului at 3:10 p. m. and lay alongside the Glade until she was ready for sea. Leaving Kaaanapali at 5:25 p. m. she took her time to port, arriving here and dropping her tow in the stream at 7:30 yesterday morning. She was gone from here less than thirty-eight hours and during that time earned in the neighborhood of fifteen hundred dollars. Captain Brokaw says he would have made a good deal better time had it not been for the rough weather encountered after the island of Molokai was left. The Carleton is the loftiest ship of her size in the world, and as she was flying light it made a much harder tow than if she had been loaded. Coming back from Kaaanapali there was no need for hurry, as it would have been impossible to have entered port before daylight even if she and her tow had arrived several hours sooner than they did.

About the Kimball.

From reports brought by the steamer Claudine the schooner Alice Kimball is in no great danger of going to pieces as was at first reported. She is on the sand at Kahului and is thought to have jumped the reef when she got away from the Leslie Baldwin. When Captain Mason of the schooner saw her danger he let go his anchors, but the chain carried away and she drifted ashore so fast that she was on the beach before another hawser could be got to her. The Claudine when she arrived at Kahului

could do nothing for the Kimball, as she had no hawser long enough to reach the schooner and the water was too shallow for her to venture in close. At last reports the Kimball was on an even keel, resting easy and not making any water. Her crew is standing by her, but all her running gear and sails have been brought here, so that if she got off the reef she will have to be towed to port.

Foiled the Union.

Although the American bark Palmyra was not supposed to have her crew completed yesterday she sailed in about as short notice as any vessel ever leaving this port. Captain Keller had stated when he first arrived that he would not take a Union crew. The Sailor's Union declared that he would not sail without Union men. A watch was placed on the vessel, but as no men appeared it was not thought that the crew was found. The vessel was all ready for sea with the exception of a crew at noon yesterday. Shortly before 2 o'clock the crew was put aboard and before the last man was over the side the Fearless was hauling on her and Shipping Master Frank Turk was on the wharf to cast off her lines. Captain Keller was on the poop and waved a goodbye to Turk and some of the captain's friends who were present to see the fun the Union was going to make for the Palmyra. The bark is bound for the Sound in ballast.

A New Rule.

The rule made several weeks ago by the Hawaiian Navigation Company that freight for its steamers would not be received on sailing days after a certain hour has worked with so much success that it is probable that the next few weeks will see all the local companies adopting it. Yesterday it was given out that the sailing time of the Mauna Loa had been changed to noon and that no freight would be received for her after 10 o'clock on the morning of the sailing day. It is said that the rule will be strictly adhered to. By people who have a good deal to do with the handling of freight for the island boats it is said that although due notice of sailing time is always given in advance of the departure of steamers the shippers have made it a practice of sending stuff to be shipped right up to the time of the sailing instead of rushing themselves to get it to the wharf a little earlier. This is certainly true of the shippers by the larger steamers which lie here two or three days taking on freight. Especially is it noticeable with the Kinau. This vessel always arrives here Saturday afternoon and by five or six o'clock she is discharged. Sunday of course is a day of rest and Monday there is but little freight sent to her. She sails at noon on Tuesdays and from the first thing in the morning of the day of sailing until the vessel is ready to leave there is a howling mob of dray drivers fighting for their turn at the gate to get rid of their freight. The freight has to be hustled aboard in a hurry and it is often damaged. Then there is a roar from the shipper about the way the steamship company smashes things.

Said one of the freight clerks yesterday: "If the people who do the shipping here would only try and help us folks out a little there would not be near so much confusion as there always is on sailing day. Everything is rushed down at the last minute and we are at our wit's end to know what to do with it. An hour before the vessel sails sometimes someone will want to send several thousand feet of lumber or a horse or some mules or a lot of fertilizers. Of course not knowing of this we have not figured for the space and probably the stuff has to go on top of some other freight that will have to be put out first. We like to oblige our patrons as much as we can, but all system is knocked in the head by this very fact that we try to oblige everybody, and then as a rule get jumped on for it. If the companies will all get together and make a hard and fast rule and then stick by it and not break it in a single instance we will be able to do justice by everybody. This rule works at the post-office about the closing of the mails and I don't see why, if it was lived up to by the steamship people, it could not be made a great aid in the handling of freight."

The Maui's Damage.

The steamer Maui was placed on the marine railway yesterday morning for an examination and the injuries received in her mishap with Molokai Point were found not to be nearly so serious as was at first thought. On the starboard side she is badly scraped for about thirty feet. Then the dents in her plates begin. Two plates are badly dinged and her steel keel was shaved like a board by her contact with the hard rock. The Underwriters' Board of Survey has advised that the repairs to her be made here and the foreman of the Honolulu Iron Works is of the opinion that the work can be readily done here in about three weeks.

SHIPPING NOTES.

The steamer Waiialele after an absence from port of seven days returned yesterday afternoon from Kaaanapali. She was delayed through the dis-

abling of her donkey engine, which made her loading and discharging a matter of days instead of hours. She brought 2000 bags of K. S. M. sugar and reports 15,000 bags of sugar ready for shipment on the Garden Isle.

Captain Jones of the Carrollton is having his vessel painted a beautiful pea green from the water to the water line. Captain Jones is very fond of pea soup and squash pie and if a cook looking for a job cannot give excellent recommendations as a manufacturer of these edibles he had better not run foot of the skipper of the Carrollton.

The schooner Rosamond did not get away for San Francisco yesterday as was expected. Consequently she did not better or equal the recent record made by the Aloha. She will sail to-day.

Through a misunderstanding of orders the Hawaiian did not start from Kaaanapali and the water was too shallow for her to venture in close. At last reports the Kimball was on an even keel, resting easy and not making any water. Her crew is standing by her, but all her running gear and sails have been brought here, so that if she got off the reef she will have to be towed to port.

The German bark Tellus will probably sail for Nomesa today.

The schooner Balmridge sails today for the Sound in ballast.

ARRIVALS.

Tuesday, May 21.
Stmr. Claudine, Parker, from Maui.
Wednesday, May 22.
Stmr. Kaula, Bruhn, from Hawaii.
P. M. S. City of Peking, Smith, from the Orient.
Ger. stmr. Samoa, Spence, from Apia via Pago Pago.
Am. sp. Chas. E. Moody, Aspe, 30 days from Tacoma.
Ger. sp. H. F. Glade, Haesloop, from Kaaanapali, in tow of tug Fearless.
Stmr. Waiialele, Piltz, from Kaula.

DEPARTURES.

Stmr. Iwaland, Greene, for Koloa, Eleale and Hanalei.
P. M. S. City of Peking, Smith, for San Francisco.
Am. bark Palmyra, Keller, for the Sound.

PASSENGERS ARRIVED.

From the Orient, per P. M. S. City of Peking, May 22—Lee Toma, A. W. F. Rully, Leong Gung Sai, Capt. L. R. G. Bell, L. W. Dilke, Leong Yai Yee, Capt. Y. E. Bishop, Tim Quai, Leong Ten Yan, A. S. White, Lam Ah Yuen, Through: C. H. Bretz, Taylor and wife, Lieut. A. Moritz, Lieut. Comdr. S. Cook, Lieut. A. L. Norton, W. S. Longnecker, Song Moon, F. Kuchenbender, Surgeon C. F. Stokes, Mrs. Emil Veers, R. Dolfus, T. Hara, Geo. W. Hoops, Leo Chin An, W. A. Adams, Mae Bely, Chas. H. Morris, Thos. Grose, A. J. Van Masdyke, Mrs. W. S. Wallace, Miss J. M. Holmes, V. Dressler, A. F. Steele, Tom Lun Yan, Ien Lee, Tom Kue, Hau Slick Chim, Hsueh Sing Yung, J. S. Schreunbrand, Sam'l Pearce, Geo. Curtiss, Ire Head, Tim Shea, Henry Eifen, A. G. Ralston, C. Spell, Jas. Casey, A. Gerdtz, S. Mootoda, T. Okimo.

VESSLS IN PORT.

ARMY AND NAVY.
U. S. tug Iroquois, Pond, Midway Isl. and August 5.

MERCHANTMEN.

(This list does not include coasters.)
Abner Coburn, Am. sp., Murchison, Sydney, May 11.
Bainbridge, Am. sch., Bauman, Pisag, May 11.
Carrollton, Am. bark, Jones, from Tacoma, May 8.
Ceylon, Am. bark, Willer, Laysan Isl. and May 15.
Chas. E. Moody, Am. sp., Aspe, Tacoma, May 22.
Highlands, Br. bk., Smith, Newcastle, May 8.
H. F. Glade, Ger. sp., Haesloop, Kaaanapali, May 22.
Irmgard, Am. bkt., Schmidt, from San Francisco, May 18.
Laura Pike, Am. sch., Olesen, from Coos Bay, May 18.
Mauna Ala, Am. bark, Smith, from San Francisco, May 20.
Rosamond, Am. sch., Ward, San Francisco, May 16.
S. C. Allen, Am. bark, Johnson, from San Francisco, May 20.
Tellus, Ger. bk., Nielsen, Hamburg, April 30.
W. B. Flint, Am. bark, Johnson, San Fran., May 17th.

Vessels Chartered for and on the Way to Hawaii from New York.

Nuuanu, Am. bk., Josselyn, 912.
California, Am. stmr., Morrison, 3716.
Oregonian, Am. stmr., new.
American, Am. stmr., McDonald, 3690.
Fooning Sney, Am. bk., Willitt, 1036.
Cardiff.
Kinross, Br. sh., Scott, 1399.
Antwerp.
Sirene, Ger. sp., Sauermlch, 1410.
Sydney.
Wm. H. Smith, Am. sh., Colly, 1811.
Hamburg.
Hilston, Br. sp., Joslin, 1998.
Glenrich, Br. sp., Quinn, 2216.
Bremen.
Argus, Br. sp., Hunter, 1543.
Newcastle, Aus.
Emily Reed, Am. sh., Baker, 1466.
Honolulu, Am. sch., Stokkebye, 953.
Lahaina.
Jos. L. Erivston, Am. bkt., Wirsche, 662, Kihel.
Wm. H. Talbot, Am. sch., Benneche, 743, Lahaina.
M. Winkelman, Am. bkt., Gus'mson, 482, Kihel.
Louisiana, Am. sh., Halcrow, 1343.
Wm. Bowden, Am. sch., Fierem, 636.
Hecla, Am. sp., Nelson, 1455.
Battle Abbey, Br. bk., McChile, 1445.
Parmita, Am. sp., Beckus, 1444.
Ariel, Am. sch., Slater, 687.
Alex. McNeill, Am. bk., Ekren, 810.
King Cyrus, Am. sch., Johnson, 830.
Ger. Fairchild, Am. bk., Ellis, 1307.
Reaper, Am. bk., Salsetz, 1358.

H. D. Bendixon, Am. sch., Olsen, 370.
Chas. B. Kenney, Am. bk., Anderson, 1814.
Gov. Robie, Am. sp., Harrington, 1637.
Seminole, Am. bk., Taylor, 1323.
Elwell, Am. sh., Ellis, 1256.
Mary O. Cushing, Am. sp., McNeill, 1575.
Invincible, Am. sp., Mackenzie, 1355.
Baklutia, Haw. sp., Peterson, 1614.
Hawian Isles, Am. sp., Rice, 2041.
Pasquale Laura, Ital. bk., Lauro, 1140.
J. B. Thomas, Am. sp., Brown, 1807.
Odderajaa, Nor. sp., Johansen, 1276.
Arago, Ab. bkt., Perry, 476.
City of Hankow, Br. sp., Williamson, 1133.

John Palmer, Am. bkt., Delano, 1089.
R. C. Slade, Am. sch., 601.
Oregon, Am. bk., Parker, 1264.
Fred Gower, Am. sch., Johnson, 723.
Marion Chilcot, Am. bk., Rock, 1511.
Sea King, Am. sh., Wallace, 1361.
Servia, Am. sh., Nelson, 1735.
A. Johnson, Am. sch., Segelhorst, 460.
Expansion, Am. sch., Larsen, 512.
Forester, Am. sch., Smith, 621.
O. J. Olsen, Am. sch., Olsen, 536.
Minnie A. Calne, Am. sch., Olsen, 799.
St. James, Am. sh., Tapley, 1453.
St. Nicholas, Am. sh., Brown, 1687.
John Ema, Am. sp., Madson, 1709.
Prosper, Am. sch., Johansen, 512.
Adderley, Br. bk., Berquist, 1147.
Dominion, Br. bk., Rodd, 1214.
Americana, Am. sch., Lindholm, 339.
Empire, Am. bk., Knacke, 1018.
F. M. Slade, Am. sch., Sorensen, 550.
Oleum, Am. bk., Schmel, 392.
St. David, Am. sp., Pearson, 1476.
J. B. Brown, Am. sp., Knight, 1407.
Great Admiral, Am. sp., Sterling, 1402.
Golden Shore, Am. sch., Rasmussen, 626.
Eufus E. Wood, Am. bk., McLeod, 1331.

Port George, Am. sp., Morse, 1705.
Abbey Palmer, Am. bk., Thilberg, 1705.
Challenger, Am. bk., Fownes, 1398.
Euterpe, Am. bk., Swanson, 1247.
Robt. Sudden, Am. bk., Birkholm, 517.
Wrestler, Am. bk., Nielsen, 409.
Cheahlis, Am. bk., Simonsen, 642.
Alex. Gibson, Am. sp., Dunbar, 2043.
Tacoma.

C. F. Sargent, Am. sp., Melville, 1565.
San Francisco.
Helene, Am. stmr., Nicholson.
Layton, U. S. stmr., 2323.
S. G. Wilger, Am. bkt., Jackson, 557.
George Curtis, Am. sp., Calhoun, 1519.
Gerard C. Tobey, Am. bk., Gove, 1389.
Port Gamble.
Robert Lewers, Underwood, 669.
Serena Thayer, Am. sch., McVicar, 195.
Seattle...
Santa Ana, Am. stmr.
Chas. Nelson, Am. stmr.
Manila.
Susquehanna, Am. sp., Bailey, 2559.
Los Angeles.
Mohican, U. S. stmr. (Hilo).
Mollendo.
Vine Am. sch., Small, 222.
Nitrate Ports.
Emilia Ciampa, Italian bk., Jacarino, 969.
Callao.
Foresthorne, Am. sch., McArthur, 582.
Port Blakeley.
J. A. Campbell, Am. sch., Smith, 462.

MOVEMENTS OF STEAMERS.

Name. From. Date.
GAELIC—Yokohama.....May 25
COPTIC—Yokohama.....May 28
SONOMA—S. F.....June 4
VENTURA—Colonies.....June 4
AMERICA MARU—S. F.....June 5
MIOWERA—Colonies.....June 5
HONGKONG MARU—Yokohama.....June 7
MOANA—Victoria.....June 8
CITY OF PEKING—S. F.....June 15
MARIPOSA—S. F.....June 15
CHINA—Yokohama.....June 15
GAELIC—S. F.....June 21
DORIC—Yokohama.....June 22
VENTURA—S. F.....June 25
SIERRA—Colonies.....June 25
HONGKONG MARU—S. F.....June 29

Name. To Depart. Date.
GAELIC—S. F.....May 28
COPTIC—Yokohama.....May 28
MARIPOSA—S. F.....May 29
SONOMA—Colonies.....June 4
VENTURA—S. F.....June 4
AMERICA MARU—Yokohama.....June 4
MIOWERA—Victoria.....June 5
HONGKONG MARU—S. F.....June 7
MOANA—Colonies.....June 8
CITY OF PEKING—Yokohama.....June 15
CHINA—S. F.....June 15
MARIPOSA—S. F.....June 19
GAELIC—Yokohama.....June 21
DORIC—S. F.....June 22

Name. To Depart. Date.
GAELIC—S. F.....May 28
COPTIC—Yokohama.....May 28
MARIPOSA—S. F.....May 29
SONOMA—Colonies.....June 4
VENTURA—S. F.....June 4
AMERICA MARU—Yokohama.....June 4
MIOWERA—Victoria.....June 5
HONGKONG MARU—S. F.....June 7
MOANA—Colonies.....June 8
CITY OF PEKING—Yokohama.....June 15
CHINA—S. F.....June 15
MARIPOSA—S. F.....June 19
GAELIC—Yokohama.....June 21
DORIC—S. F.....June 22

Honolulu Stock and Bond Exchange.

Wednesday, May 22.
SUGAR. Bid. Asked.
Ewa Plan. Co.....28 28 1/2
Haw. Agricul. Co.....31 31 1/2
Hawaiian Sugar Co.....41 41 1/2
Honolulu Sugar Co.....175 175
Honokaa Sugar Co.....20 20
Hauku Sugar Co.....240 240
Kahuku Plan. Co.....25 26
Kihel Plan. Co., as.....11 1/2
Koloa Sugar Co., pd.....175 175
Koloa Sugar Co.....50 50
McBryde Sugar Co., pd.....11 12
Oahu Sugar Co.....148 151
Ookala Sugar Plan. Co.....18 1/2
Olau Sugar Co., as.....4 1/2
Olau Sugar Co., pd.....14 1/2
Olowalu, Company.....150 150
Papeete Sugar Co.....100 105
Pioneer Mill Co.....100 105
Waialea Agricul. Co.....108 109
Waimae Mill Co.....87 1/2 90

MISCELLANEOUS.
Wildier Steamship Co.....100
Inter-Island S. N. Co.....105
Mutual Telephone Co.....9
BANKS.
First A. S. B. & T. Co.....102 1/2
BONDS.
Haw. Gov. 5 per cent. 94
Hilo Rail Co. 5 p. c. 98 100
Ewa Plan. Co. 5 p. c. 100
O. R. & L. Co. 5 p. c. 104
O. R. & L. Co.....106
Oahu Plan. 5 p. c.....102
SALES.
Two hundred and fifteen Oahu, \$150.

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LIMITED
CAPITAL, \$50,000
FULLY PAID

WE buy, sell and deal in all kinds of Real Estate, Leases, Mortgages, Bonds, Etc. Loans negotiated, and all kinds of Legal Documents drawn at short notice by skilled persons. Notary work solicited.
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PHONE, MAIN 141.
P. O. BOX, 262.

TIDES, SUN AND MOON.

DAY	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets
May	11:15 a.m.	5:15 p.m.	11:15 a.m.	5:15 p.m.	6:00 a.m.	6:00 p.m.	6:00 a.m.	6:00 p.m.
Mon. 20	5:31	2:11	5:14	19:28	6:26	5:20	6:30	9:27
Tues. 21	6:37	1:19	6:12	11:17	1:18	5:30	6:34	10:19
Wed. 22	7:34	1:5	7:22	10:15	2:08	5:19	6:34	11:06
Thur. 23	8:14	1:5	8:43	1:30	2:59	5:19	6:35	11:49
Fri. 24	9:07	1:3	10:06	2:46	3:44	5:19	6:35	12:30
Sat. 25	10:08	1:11	11:17	4:37	4:24	5:18	6:36	1:28
Sun. 26	12:12	0:9	11:04	5:05	5:51	5:18	6:36	1:04
Mon. 27	12:50	1:2	11:54	5:40	7:04	5:18	6:36	1:38

OAHU RAILWAY AND LAND CO.



TIME TABLE

From and After January 1, 1901

Stations.	Outward	Daily	Daily	Daily	Daily	Daily
Stations.	Outward	Daily	Daily	Daily	Daily	Daily
Honolulu	9:10	9:15	11:05	3:15	5:10	5:15
Pearl City	9:25	9:30	11:20	3:30	5:25	5:30
Ewa Mill	9:35	9:40	11:30	3:40	5:35	5:40
Waialea	9:45	9:50	11:40	3:50	5:45	5:50
Kahuku	9:55	10:00	11:50	4:00	5:55	6:00

G. P. DEVLINSON, Superintendent. F. C. SMITH, P. & T. A.

Street Railway Time Table

KING STREET LINE.

Cars leave Waikiki for Town at 5:45, 6:15, 6:45 a. m., and every 15 minutes thereafter till 10:45, 11:15 and 11:45 p. m. from Waikiki go to the Punahou Stables.
Cars leave Riffe Range or Pawa switch for Town at 5:58 a. m. and every 15 minutes thereafter till 11:08 p. m.
Cars leave Fort and King streets corner for Palama at 6:10 a. m. and every 15 minutes after till 11:25 p. m.
Cars leave for Palama only at 5 and 5:30 a. m.
Cars leave Palama for Waikiki at 5:45 a. m. and every 15 minutes till 9:45 p. m. then at 10:15 and 10:45 p. m. The 11:15 p. m. from Palama for Punahou only goes to Waikiki on Saturdays.

Cars leave Fort and King streets corner for Riffe Range at 5:20 and 5:50 a. m.
Cars leave Fort and King streets corner for Waikiki at 6:05 a. m. and every 15 minutes till 10:05 p. m. then at 10:35 and 11:05 p. m. The 11:35 p. m. goes to Waikiki on Saturdays only.

BERETANIA STREET AND NUUANU VALLEY.

Cars leave Punahou Stable for Town at 5:30 and for Town and Valley at 5:40, 5:50, 6:10, 6:20, 6:40, 7 and 7:20 a. m.
Cars leave Oahu College for Town and Valley at 6:30, 6:50 and 7:10 a. m. and every 10 minutes till 10:10 p. m., except the even hour and half hour cars which run from the Stable.
Cars leave Nuuanu Valley at 6:10, 6:30, 6:50 a. m. and every 10 minutes thereafter till 10:50 p. m.
Cars leave Fort and Queen streets for Punahou College at 6:05, 6:25, 6:45 a. m. and every 10 minutes after till 9:45 p. m. After that the cars run to the Stable up to 11:05 p. m. which is the last car from Town, reaching the Stable at 11:30 p. m.

Occidental Fruit Store

Corner King and Alakea Streets

CALIFORNIA AND ISLAND FRUITS

As Ice House Goods Received by Every Steamer. Tel. Main 140.

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PLUMBER

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P. O. Box 162, 115 Union St.

Oceanic Steamship Co.

TIME TABLE.

The steamers of this line will arrive at and leave this port as hereinafter:

FROM SAN FRANCISCO.	FOR SAN FRANCISCO.
1901.	1901.
MARIPOSA.....MAY 25	MARIPOSA.....MAY 29
SONOMA.....JUNE 4	VENTURA.....JUNE 4
MARIPOSA.....JUNE 15	MARIPOSA.....JUNE 19
VENTURA.....JUNE 25	SIERRA.....JUNE 25
MARIPOSA.....JULY 6	MARIPOSA.....JULY 10
SIERRA.....JULY 16	SONOMA.....JULY 18
MARIPOSA.....JULY 27	MARIPOSA.....JULY 31
SONOMA.....AUG. 6	VENTURA.....AUG. 6

*Local Boat.

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

FOR FURTHER PARTICULARS APPLY TO

WM. G. IRWIN & CO.

LIMITED

GENERAL AGENTS OCEANIC S. S. CO.

Pacific Mail S. S. Co.

Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha